

DUKETA
Japan Photographers.
All kinds of Photographic
Work done in latest styles
also, Passport Photos.
Developing and Printing for
Amateurs a Speciality.
No. 24, Queen's Road Central
Tel. 254.

The China Mail.

ESTABLISHED 1845

OVERLAND CHINA MAIL.
(PUBLISHED EVERY
MAIL DAY.)
Contains the Weekly News
of Hongkong and the
Far East.
Prices (including Postage) to any
part of the world, 1/6
per annum.

No. 17,064

號四廿月正年八十壹百九千壹英

HONGKONG, THURSDAY, JANUARY 24, 1918

巳丁大歲年七國民華中

PRICE, \$3.00 Per Month

**THORNE'S
OLD VAT
No. 4.
SCOTCH WHISKY.**

SOLE AGENTS:
A. S. WATSON & Co. Ltd.
WINE & SPIRIT MERCHANTS,
HONGKONG.
Tel. 616.



NOTICE.

ANY EUROPEAN OR ASIATIC
INDIAN, desiring to leave the
Colonies, should apply in person at the
Central Police Station between the hours
of 9 a.m. to 1 p.m. and 2 p.m. to 4 p.m.
daily.
Applicants will be required to produce
Passports or identification papers. All
persons with certain exceptions, who
remain in the Colony for more than
7 days are required to register them-
selves under the REGISTRATION OF
PERSONS ORDINANCE 1916. Forms of
Registration giving the particulars
required may be obtained at the G.P.O.
and at all Police Stations.
The Penalty for non compliance is a
fine not exceeding \$50.

**NORTH BRITISH & MERCANTILE
INSURANCE CO.**
WHICH HAS VISITED THE SHIP OF
THE OCEAN MARINE INSURANCE
COMPANY, Ltd.,
and
NEW RAILWAY PASSENGERS
ASSURANCE CO.

TOTAL FUNDS AS AT DECEMBER, 1914.
£23,970,357.
I—Authorized Capital £4,000,000
Subscribed Capital £4,500,000
Paid-up Capital £2,437,500
II—Fire Funds.....£3,657,047
III—Life & Annuity Funds.....£17,667,590
Sinking Fund Account.....£28,230
£23,970,357
Revenue Fire Branch.....£2,581,454
Life and Annuity.....£2,141,595
Revenue Marine Department.....£62,539
Other Receipts.....£78,940
£5,364,528
The Accumulative Funds of the various
Branches are separately invested, and, by
Act of Parliament, are set aside to meet
the claims under the respective Depart-
ments of the Company's Business.

**SHEWAN, TOMES & CO.,
Agents.**

**PEAK TRAMWAYS COMPANY,
LIMITED**

TIME TABLE.

WEEK DAY
7.55 a.m. to 8.40 a.m. Every 15 minutes.
8.50 a.m. to 10.00 a.m. Every 10 minutes.
10.10 a.m. to 11.00 a.m. Every 15 minutes.
11.10 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 10 minutes.
2.15 p.m. to 3.00 p.m. Every 15 minutes.
3.00 p.m. to 4.00 p.m. Every 10 minutes.
4.00 p.m. to 4.30 p.m. Every 15 minutes.
WEEK END
8.00 p.m. and 9.00 p.m. to 11.00
p.m. every half hour.
11.00 p.m. to 11.45 p.m. every quarter of
an hour.
SUNDAYS
7.30 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.00 a.m. to 12.00 p.m. Every 15 minutes.
12.00 p.m. to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 5.30 p.m. Every 15 minutes.
5.30 p.m. to 6.00 p.m. Every 10 minutes.
6.00 p.m. to 6.30 p.m. Every 15 minutes.
6.30 p.m. to 7.00 p.m. Every 10 minutes.
7.00 p.m. to 7.30 p.m. Every 15 minutes.
NIGHT CARS as per Week Days.

SATURDAYS

Extra Car at 12 midnight.
SPECIAL CARS by arrangement at the
Company's Office, ALEXANDER BURNARD,
Des Voeux Road Central.
Season and punch tickets available for
all cars not already full, running at the
times stated in the Company's time tables,
but not for special cars, can be obtained
on application at the Company's Office.
(Season tickets will be issued until
payment therefor has been made in Bank
Notes or by Cheque or Compostable order
accompanied Bank Note.)

**JOHN D. HUMPHREY & SON,
General Managers.**

BUSINESS NOTICES.
W. S. BAILEY & CO., LTD.
ENGINEERS and SHIPBUILDERS.
KOWLOON BAY.

Steam and Motor Vessels;
Steel Building Work of every Description;
Castings, Forgings, Repairs and Supplies.

**HONGKONG, CANTON & MACAO
STEAMERS.**

JOINT SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT
CO., LTD. AND THE CHINA NAVIGATION COMPANY, LIMITED.
HONGKONG-CANTON LINE.
Sailings:—To Canton daily at 8 a.m. (Sundays excepted) and 10 p.m.
From Canton daily at 8 a.m. (Sundays excepted) and 4 p.m.
SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
HONGKONG-MACAO LINE.
Sailings:—To Macao daily at 8 a.m. (Sundays 9 a.m.) and
5 p.m. (Sundays 1 p.m.).
From Macao daily at 7.30 a.m. and 2 p.m. (Sundays 3 p.m.).
Further information may be obtained at the Company's Office, Hotel Mansions,
or from Messrs. T. & S. Cook & Son, Booking Agents, Hongkong.

DRAGON MOTOR CAR CO.

SOLE DISTRIBUTORS FOR THE FAMOUS



TELEPHONE 432
COME AND INSPECT
BEST CARS IN THE COLONY FOR HIRE.

THE HONGKONG ROPE MANUFACTURING Co., Ltd.
Established 1883
MANUFACTURERS OF

PURE Manila ROPE

STRAND 3" to 15" CIRCUMFERENCE
CABLE LAID 5" to 15" CIRCUMFERENCE
4 STRAND 3" to 19" CIRCUMFERENCE

Oil Drilling Cables of any size up to 3,000 feet in length

Prices, samples and full particulars will be forwarded on application to
Shewan, Tomes & Co. General Managers.

Hongkong, April 11, 1918.

**WATSON'S
OLD
BROWN BRANDY**
25 YEARS IN WOOD.
A. S. WATSON & Co., Ltd.
WINE AND SPIRIT MERCHANTS,
TELEPHONE No. 616.

THE KWONG HIP LUNG CO., LTD.

(NOW RECONSTRUCTED)

ENGINEERS and SHIPBUILDERS. BOILER-MAKERS, BRASS and IRON
FOUNDERS. All work done in this establishment is guaranteed. We have
over thirty years' experience. We own two Slipways and can accommodate any ship
of 200 tons.
Zooan Office, 45, QUEEN'S ROAD CENTRAL, HONGKONG. Telephone No. 44.
Slipway: Sheau-Pai-Po, Kowloon, Hongkong. Telephone No. 4.
Business finished on application.
WONG PING WA, Manager
HONGKONG, April 1, 1918.

BUSINESS NOTICES

TAIKOO DOCKYARD.
BUILDERS OF SHIPS & ENGINES
OF EVERY DESCRIPTION
—THE TAIKOO DOCKYARD & ENGINEERING COMPANY—
—OF HONGKONG LTD.—
AGENTS:
—TELEGRAPHIC AD.—
—TAIKOO DOCKYARD—
—SOUTHERN & SWIRE—
—TELEPHONE 312—

GREEN ISLAND CEMENT CO., LD.

PORTLAND CEMENT

In Casks of 375 lbs. net.

In Bags of 250 lbs. net.

SHEWAN, TOMES & CO.

GENERAL MANAGERS.

Just received a Shipment of
**GIMBALL'S AMERICAN
CHOCOLATE.**

Prices Moderate.

VICTORIA DISPENSARY.

**THE HONGKONG HOTEL
AND
GRILL ROOM**

J. H. TAGGART
MANAGER.

PEAK HOTEL.

ADAMANTLY SITUATED AT VICTORIA GAP.

Adjoining the Tramway Terminus, 1,400 feet above Sea Level.
FIRST-CLASS FAMILY, RESIDENTIAL AND TOURISTS HOTEL.
Telephone (all rooms) 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.

TO THOSE GOING AWAY

Keep in touch with local happenings
by subscribing to

"THE OVERLAND CHINA MAIL"
All the News of Hongkong and the Far East.

ORDER BEFORE YOU LEAVE, SO THAT YOU MAY RECEIVE
IT WHILE AWAY.

Price \$15 PER ANNUM, DELIVERED HOME.

CAN BE MAILED TO ANY ADDRESS FROM THE

"CHINA MAIL" OFFICE

THE WAR.

TO-DAY'S TELEGRAMS.

(Reuter's Service to the China Mail.)

**THE DARDANELLES
ACTION.**

OFFICIAL DETAILS OF THE
ENCOUNTERS.

London, Jan. 23.

The Admiralty states that the
details of the Goeben and Breslau
engagement show that our destroyer
Lizard was patrolling to the north-
east of Imbros when she sighted the
Goeben and the Breslau, going north.
The Lizard gave the alarm and
opened fire to which the enemy
replied, at 11,000 yards, but without
securing a hit.
The Goeben then sighted the moni-
tors in Kusu Bay and engaged them,
whilst the Breslau continued to
engage the Lizard which was pre-
vented from closing in to torpedo
range by the enemy's accurate fire.
The destroyer Tigress then arrived
and both made an effort to cover
the monitors by a smoke screen, but
both monitors were hit and sunk.
The destroyers then followed the
enemy and an explosion was observed
on the Breslau when six miles to the
south of Kephala, followed by three
more explosions, and she sank in ten
minutes.

The Goeben continued to steam
southwards and four enemy destroy-
ers were then sighted coming out
from the Dardanelles, supported by
an old Turkish cruiser.
The Tigress and the Lizard im-
mediately engaged the enemy de-
stroyers which retired up the Straits,
one of which was repeatedly hit and
set on fire.
Our aircraft forced the Goeben to
make for the Dardanelles, and in
turning she struck a mine and
steamed slowly escorted by enemy
seaplanes and destroyers.
Our aircraft repeatedly attacked
her, directly hitting her twice, off
Channak.
The Goeben was by this time so
damaged that she steered for the
shore and was beached on the end
of Nagara Point and our seaplanes
secured two more direct hits. In
fighting enemy seaplanes one of our
machines was lost.

The Cape Helles batteries now
opened fire on the Tigress and the
Lizard which had followed the
Goeben, but owing to our aircraft
activity, they proceeded to rescue the
survivors of the Breslau. During
those operations a submarine's peri-
scope was sighted and the rescue
work was interrupted while the
destroyers hunted the submarine.
The survivors of the Breslau ex-
pressed their dislike of the Turks and
stated that they hoped to be sent
back to Germany when the Goeben
returned to Constantinople after the
raid.

Our aircraft reported on Monday
that the Goeben had not changed her
position, and we are still bombing
her.
**NEW PUBLIC MEALS ORDER AT
HOME**
London, Jan. 23.
The Press Bureau announces that
a new Public Meals order institutes
two meatless days weekly and pro-
hibits the consumption of milk ex-
cepting in tea, coffee and cocoa, for
which persons must carry their own
sugar.
The following are some of the
rationed articles:—
Onions.
Meat-Bread, Fat.
Breakfast.....3 8 8
Lunch.....2 2 2
Dinner.....1 1 1
The meat which weighed must be
uncooked and include bone.

THE WESTERN FRONT.

London, Jan. 23.

Field-Marshal Sir Douglas Haig
reports:—
We captured two machine-guns in
successful patrol encounters, last
night, to the east of Ypres.
The enemy raided a post to the
south of St. Quentin.
There was hostile artillery activity
at Cambrai.
Our aeroplanes, during the night,
dropped over 200 bombs on aero-
dromes at Courtrai and on billets at
Roulers and Rumbek.
We also carried out a raid in Ger-
many and dropped two tons of bombs
on steel works at Thionville, railway
sidings at Bernsdorf and on Arncliffe
Junction.
One of our machines is missing.

**LABOUR CONGRESS AT
NOTTINGHAM.**

FOREIGN DELEGATES AND THE
WAR.

London, Jan. 23.

At the joint conference of the
Trade Unions Congress and the
Labour Party at Nottingham, Mr.
Arthur Henderson moved the pro-
posal, which was adopted, to estab-
lish a Labour Institute in London,
at a cost of £300,000, for the purpose
of meetings and containing libraries,
etc.
Mr. Henderson said that between
750,000 and 1,000,000 bona fide
members of British Labour organi-
sations had joined the ranks during the
war.

At a meeting in the evening, Mr.
Huyemans, the Secretary of the
International Socialist Bureau, said
he was of the opinion that if the
moderate democratic war aims of
the Labour Party were presented to
an International Labour Conference,
then the Austrian and German
Labour Parties would be compelled
to declare their war aims, and if a
general agreement transpired the
fighting would be paralysed. He
said the recent declarations of the
Entente and American Heads of
Governments had made a greater
impression on the German people
than their Press admitted. He de-
clared that the first question must
be that of disarmament.

M. Litvinoff (the Bolshevik Am-
bassador), following, defended the
conduct of the Bolsheviks and hoped
that even if peace did not result
from the Brest-Litovsk negotiations,
a revolution in Germany and some-
where else—(cheers)—might come
within the range of immediate
possibilities.

**FUSION OF THE WOMEN'S
LABOUR LEAGUE.**

Mr. Arthur Henderson, addressing
the Women's Labour League at
Nottingham, suggested fusion with
the Labour Party on a basis of twenty
per cent. female representation on
the National Executive.

It was subsequently proposed that
the Women's League should cease
to exist as a separate organisation.

PROPORTIONAL REPRESENTATION.

London, Jan. 23.

The House of Lords adopted, by
182 votes to 42, that the principle
of proportional representation should
be inserted in the Electoral Reform
Bill.

THE SILVER MARKET.

London, Jan. 23.

Silver is quoted at 48 7/8. The
Market is idle.

(Continued on Page 5.)

Hughes & Hough

Auctioneers to the Government.

General Auctioneers
Share, Coal and General Produce
Brokers and Commission
Agents.

PROPRIETORS
"Te-Kwa-Wan" Coal Storage.

Codes used
Bentley's
A. S. C. 4th & 5th Editions.
A. 1 Telegraphic Code.

S.S. "HONGKONG."

THE UNDERSIGNED beg to notify the proposed sale by private tender of the hull of the above-named Steamer as she now lies stranded on the East Point of NAUHAU ISLAND, about twenty-five miles from Kwan Chai Wan.

GENERAL CONDITIONS OF TENDER.

- (1) The vessel is offered for sale as she now lies with her Engines, Boilers, Anchors and Chains and such other equipment as may be on board (but no cargo is to be considered in the tender).
 - (2) The vessel is now guarded by the French authorities.
 - (3) All Tenders should reach the Office of the Undersigned on or before Noon, SATURDAY, the 9th February, 1918.
 - (4) A Deposit must accompany each tender, the amount of which may be learned at this Office; said Deposit will be returned in case of non-acceptance of tender.
 - (5) The Vendors do not bind themselves to accept the highest or any tender. Further particulars regarding the conditions of sale, and a list of strings and fixtures to be sold with the ship, can be obtained on application from the Undersigned.
- For and on account of the Concerned.
HUGHES & HOUGH,
Hongkong, Jan. 9, 1918.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, (for account of the concerned), on

FRIDAY,

the 25th January, 1918, at 10.30 a.m., at their Sales Rooms, No. 8, Des Vaux Road, Corner of Ice House Street.

22 Dozens Tennis Balls (1917).
A number of pairs of Gent's Boots and Shoes.
Two Motor Bicycles (in good running order).
Four "Remington" Typewriters.
One Cabinet Gramophone.
Several Collapsible Perambulators.
One "Fairbanks" Weighing Machine.
Household Furniture, &c., &c.

Terms—Cash.
HUGHES & HOUGH,
Auctioneers.
Hongkong, Jan. 21, 1918.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, (for account of the concerned), on

FRIDAY,

the 25th January, 1918, at 10.30 a.m., at their Sales Rooms, No. 8, Des Vaux Road, Corner of Ice House Street.

4300 DUTCH CIGARS.
Packed in hermetically sealed tins, be sold in small lots.
A consignment of GENT'S STRAW HATS, and

Several cases of "WEATHER DEW" S. O. H. WISKY.
OLD BROWN SHERRY, &c.

Terms—Cash.
HUGHES & HOUGH,
Auctioneers.
Hongkong, Jan. 21, 1918.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, (for account of the concerned), on

FRIDAY,

the 25th January, 1918, at 11 a.m., at their Sales Rooms, No. 8, Des Vaux Road, Corner of Ice House Street.

ONE HARLEY-DAVIDSON MOTOR BICYCLE.
—O.H.P. Electric Model 1916, in perfect working order complete with spare battery, tools, etc.

Terms—Cash.
HUGHES & HOUGH,
Auctioneers.
Hongkong, Jan. 21, 1918.

AUCTIONS.

G. R. PUBLIC AUCTION.

THE Undersigned have received instructions from The Hon. Comm. Supr. of Police to sell by Public Auction, on

SATURDAY,

the 25th January, 1918, at 11 a.m., At The Central Police Station, CONDEMNED and CONFISCATED GOODS.

Terms—Cash.
HUGHES & HOUGH,
Auctioneers to the Government.
Hongkong, Jan. 21, 1918.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, (for account of the concerned), on

TUESDAY,

the 25th January, 1918, commencing at 2.30 p.m., at their Sales Rooms, No. 8, Des Vaux Road, Corner of Ice House Street, A CONSIGNMENT OF HOUSEHOLD LINENS, &c.

Comprising—
Single and Double Plain and Hemstitched Sheets, Pillow Cases, Bed Quilts, Table Cloths, Pure Linen Damask Serviettes, Bath Sheets, Bath Towels, Turkish Towels, &c., &c.

Terms—Cash.
HUGHES & HOUGH,
Auctioneers.
Hongkong, Jan. 23, 1918.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, (for account of the concerned), on

TUESDAY,

the 25th January, 1918, commencing at 2.30 p.m., at their Sales Rooms, No. 8, Des Vaux Road, Corner of Ice House Street,

TEAKWOOD AND BLACKWOOD FURNITURE, TWIN BEDSTEADS, CURTAINS, CARPETS, PICTURES, &c., AND A LARGE ASSORTMENT OF USEFUL HOUSEHOLD GOODS.

As follows:—
Upholstered Suites, Arm-chairs and Chesterfield Sofas, Card-Tables, &c.

Bedroom Furniture comprising Double and Single Brass and Brass-mounted Bedsteads, and Twin Bedsteads, Sideboards, Dinner Waggon, Extension Dining Tables and Chairs, Tea and Occasional Tables, &c., Dinner Services, Crockery, Glass Ware, Cooking Stoves, Cutlery, Toilet Sets, &c., Bath Room Utensils, Roll-top Desks and Writing Tables, Sundry Electro-Plated Ware.

Electric Reading Lamps, Blackwood and Teakwood Screen, Blackwood Furniture, including Large 4-Fold Blackwood Screen with 5-Coloured Panels, Side Tables, &c., Engravings, Pictures, &c., &c., Tennis Poles and Net, Iron Safe, &c.

Also
Carpets, Brass Fenders, a few lots Fire Bricks, &c.

TWO PIANOS.
(Full Particulars from Catalogue).

Terms—Cash.
HUGHES & HOUGH,
Auctioneers.
Hongkong, Jan. 23, 1918.

TO LET

TO LET.

FURNISHED HOUSE at Mount Davis, Pokfulam Road, for February, March and April. Rent moderate.

Apply—
H. E. GOLDSMITH, P. W. D.
Hongkong, Jan. 14, 1918.

TO LET.

OFFICES in York Building.
HOUSES on Shamien Canton.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.

TO LET.

IMMEDIATE ENTRY, four very desirable SHOPS situated in Ice House Street, opposite the Grand Hotel, recently reconstructed.

For rent and other particulars apply to the Manager, Hongkong Ice Co., Ltd., 48 Connaught Road Central.

Hongkong, August 2, 1917.

TO LET.

A FLAT in Nathan Road, Kowloon.
Four rooms, bath, and kitchen.
Apply to—
HUMPHREYS ESTATE & FINANCE CO., LTD.
Auctioneers.
Hongkong, August 24, 1917.

RETURN OF THE JEWS TO PALESTINE.

SOME CRITICISMS OF THE JEWISH SCHEME.

[BY A CORRESPONDENT OF THE "DAILY CHRONICLE."]

The experiment of a Jewish National Settlement in Palestine does not find the Jews so disunited, as is generally supposed. It is true that violent controversies are still raging, but there is every reason to believe that they will be amicably composed when the scheme comes to be worked out in detail. All Jews are Zionists in their reverence for the Holy Land, and in their desire to see the country once more the seat of a noble Jewish community, worthy of the great spiritual traditions of its environment and a source of religious inspiration to Jewry throughout the world. Where they differ is on certain practical questions affecting mainly the political aspects of the scheme, and these do not really touch the essence which all true Jews have at heart. It can only help towards an agreement if these differences are frankly stated.

The first and most important relates to the question of Jewish nationality. For over a hundred years the political strivings of the Jews have been devoted to securing their complete civil and political assimilation with the nations among whom they live. They have regarded themselves as a religious community like any other, and they have based their claim to political equality on this assumption, and on the corollary that they have no separate national aspirations in a political sense. The great majority of Jews, more particularly in Western Europe, take all this for granted, but there are many who are actively and earnestly hostile to the contrary propositions of the Zionists. These include almost all the most prominent observant Jews of our time. They regard Judaism as exclusively a spiritual system, and its proposed re-nationalisation as a denial of its highest ideals and as a mutilation of Jewish history. They also feel that this re-nationalisation, however imperfect it might be, would have the effect throughout the world of stamping the Jews as strangers in their native lands, and of undermining their hard-won position as citizens and nationals of those lands.

NATIONALITY AND FAITH.

This is not an exaggerated apprehension, for it is precisely on this proposition—a proposition invented by Trautskoke and the German anti-Semites in the eighties—that the Zionists now base their political claims. Dr. Weizmann, the President of the English Zionist Federation, gives as his chief ground for the creation of a Jewish "homeland" in Palestine that the Jew is, and must always be, an alien in other countries, and that his "efforts to assimilate himself to his surroundings deceive nobody but himself" ("Zionism and the Jewish Future," page 6). Dr. Gaster, another Zionist leader, even declares that no Jew can ever be an Englishman. "The claim to be Englishmen of the Jewish persuasion—that is, English by nationality and Jewish by faith—is an absolute self-delusion" (Ibid., p. 93). In pursuance of these ideas, they deny emancipation, and even denounce it as likely to prove fatal to Judaism (Weizmann, loc. cit., pp. 67; Sachar, "Sociological Review," January, 1912). These dangerous and untrue statements are energetically repudiated by the overwhelming mass of emancipated Jewry. It follows that the establishment of a Jewish polity founded on these theories must be a standing menace to the political rights of emancipated Jews elsewhere. Every country would rightly refuse to accept or retain as loyal national people who were congenitally incapable of identifying themselves with the national spirit, and who looked to another country as their true homeland. It is no answer to this to say that there is a great Jewish national movement in Eastern Europe. That movement is not Zionist, but is, on the contrary, assimilationist, inasmuch as it only seeks to adapt the Jews to the local conditions of political life—that is, of local sub-national heterogeneity—and does not pretend to separate itself in any way from the larger national life (Wolf, "Edinburgh Review," April, 1917).

In their more idealist moments the Zionists profess that their only desire is to create a spiritual centre for Judaism by enabling a community of Jews to live their lives as one of several religious communities enjoying rights of local self-government within the framework of a Palestinian dependency of the British Crown. If this were true, it would be unnecessary to risk the controversy and misunderstandings, which would arise from mismanaging such a community a nationality. A Jewish spiritual centre will depend upon the intrinsic spiritual value, and not upon any fictitious political status. The plea that it is the custom in Palestine, and throughout Asia, to group the various religious communities as nationalities is neither accurate nor happy. So far as Turkey is concerned, this custom arose from the exclusively Mohammedan conception of the State, in which non-Mohammedans were denied equality of political rights. It was consequently not a privilege, but a disability. Even then it carried with it no inherent rights of territorial administration. But this state of things has long ceased to exist. A return to the system of religious sub-nationalities in Palestine would scarcely be a sign of progress.

A JEWISH COMMONWEALTH.

But it is in connection with the ulterior political aims of the Zionists that the serious demerits of their nationalist scheme become apparent. They hide from us one that a parochial or provincial autonomy, or a merely spiritual metropolis for Jewry, is not their final aim. They hope gradually to crowd out or dominate all the other nationalities, and to become, as Dr. Weizmann says (loc. cit., p. 10), "masters of their own destinies" in a Jewish Commonwealth.

Now what would be the test of the Jewishness of this nationality? It would be, and could only be, the Jewish religion. This is admitted by their own leaders. In other words, a State based on religious tests and disabilities would be created under the protection of the British Crown, and the people chosen for this experiment would be the people who have suffered most from these tests and disabilities, and have fought hardest against them. It is idle to say that the Zionists do not contemplate anything of the kind. They cannot help themselves. A Jewish nationality without Judaism would be a contradiction in terms and could not be Jewish; a Jewish nationality based on and limited by Judaism would be an exclusive nationality, in which the non-Jew would and could have no part, and freedom of conscience would consequently be banned. A Jewish State in Palestine will, and indeed must, exclude non-Jews from the national status, and expel Jews who, in the exercise of their private judgment, may wish to embrace some other religion.

It is true that there are Zionists who believe that a Jewish State is possible without the religion—a sort of Jewish statism recruited on some loose and obscure principle of race, and based on ethnographic peculiarities which are to a much greater extent the product of their long ghetto life in Europe than the survival of the characteristics of the original nation in Palestine. It is, however, certain that such a State would soon degenerate to be Jewish in any sense, but, even if it endured, where would be the spiritual Jewish centre of which we hear so much from the Zionists to-day, and what would become of the spiritual ideals and hopes, the traditions and prophecies, by which alone any sort of Jewish restoration to Palestine can claim public sympathy?

G. S. E.

FOR SALE.
TUSCULUM, Barker Road, 155, Peak.
Apply—
DIUNGAN CLARK, LANE CRAWFORD & Co.
Hongkong, Jan. 2, 1918.

FOR SALE.
THE Undersigned have received instructions to sell 4 of their Sales Rooms, No. 8, Des Vaux Road, Corner of Ice House Street.
BUILT 1916, had very little usage.
Hull—Teakwood.
Length, water-line 29' 9"; over all 29' 6".
Draft—5' 3".
Motor—"Scripto," heavy duty 14 H.P.
Complete with Lavatory, Refrigerator, a Suit of Sails and all Accessories.
Price and full particulars may be had from the Undersigned.

Terms—Cash.
HUGHES & HOUGH,
Auctioneers.
Hongkong, Jan. 2, 1918.

AMERICAN AID FOR BELGIUM.

A QUESTION OF SHIPPING.

A despatch from Paris states that seven million Belgians are in danger of starving unless the American Government comes to their aid. Tuberculosis, it is said, is mowing down the undernourished Belgian children, the funds lent by the American Government Commission being exhausted, and at the present moment the United States is doing nothing for the relief of Belgium. The despatch has elicited the following statement from Mr. Hoover, chairman of the Commission for the Relief of Belgium—
The entire question of the feeding of the civilian population of occupied Belgium and Northern France has resolved itself into a question of shipping. The £15,000,000 lent by the United States Government to Belgium and France for the carrying on of this work is not exhausted, and has not proved inadequate, and there is no disposition on the part of the American Government not to continue. The lack of food in Belgium is due to no other cause than the scarcity of the available shipping and the delays consequent on submarine activities.

From February 1 to October 1 we actually delivered at Rotterdam 4,000 tons of foodstuffs, and there were shipped an additional 250,000 tons, which failed to reach their destination owing to sinkings or because of inability to complete the delivery of goods in transit through the war zone. In addition, the delays of steamers have entailed loss of carrying capacity to the extent of more than 100,000 tons. The Commission is powerless to prevent these losses, and only the terrible conditions of the war can be blamed for the shortage. Now, however, the situation has become more normal, and we will deliver to Rotterdam during the quarter ending December 25 approximately 800,000 tons of foodstuffs, which will meet the requirements for virtually all necessary supplies, but does not leave sufficient margin for the building up of depleted stocks. We shall, however, be actually nearer supplying the limited ration now than at any time during the past year.

It must be positively understood that the American Government has at no time refused any demands for necessary funds, and the Paris despatch is entirely erroneous when it conveys such an impression. There is no doubt that owing to the increased cost of foodstuffs and carrying charges, the original estimate of \$2,500,000 a month will prove inadequate, so it is necessary to provide new cloth and to manufacture clothing for 10,000,000 people who have been unable to secure new supplies since the war began. The American Government will be duly advised of additional requirements, and will undoubtedly make provision for the necessary loans to cover expenditures in America. Application has been made to the British, French, and Belgian Governments to furnish the necessary balances required in Europe to meet the strictly European expenditures of the Commission.

BE STEADY OF NERVE.

This is the time when our people need to be strong of muscle and steady of nerve. Hysterical people are of no use in war time. When they try to help they hinder.

Fitness should start with the individual. If you are run down and nervous, pale, and lacking in strength to do your part, you need more blood. If you are run down, your thumbs, or feet tremble, when you try to hold it still, if the lines are shaky when you write, if you have tremors of your lips or chin, your nerves need strengthening. Proper food and a good tonic will keep most people in good health. Dr. Williams' pink pills for pale people are the most powerful tonic medicine in the world, harmless, non-alcoholic and certain in their action, which is to build up the blood, strengthen the nerves, and to restore vitality to the run-down system. For those who are suffering from nerves and failing in strength Dr. Williams' pink pills are an ideal tonic. Lose no time, but get a supply from any dealer or post free, \$1.50 one bottle, \$9 six bottles from the Dr. Williams' Medicine Co., 98 Seachuen Road, Shanghai.

FREE—Write now to the above address for a copy of a useful book on nervous disorders, entitled "The Nerves and their Needs." A post card will suffice.

G. S. E.

FOR SALE.
TUSCULUM, Barker Road, 155, Peak.
Apply—
DIUNGAN CLARK, LANE CRAWFORD & Co.
Hongkong, Jan. 2, 1918.

FOR SALE.
THE Undersigned have received instructions to sell 4 of their Sales Rooms, No. 8, Des Vaux Road, Corner of Ice House Street.
BUILT 1916, had very little usage.
Hull—Teakwood.
Length, water-line 29' 9"; over all 29' 6".
Draft—5' 3".
Motor—"Scripto," heavy duty 14 H.P.
Complete with Lavatory, Refrigerator, a Suit of Sails and all Accessories.
Price and full particulars may be had from the Undersigned.

Terms—Cash.
HUGHES & HOUGH,
Auctioneers.
Hongkong, Jan. 2, 1918.

FOR SALE.
TUSCULUM, Barker Road, 155, Peak.
Apply—
DIUNGAN CLARK, LANE CRAWFORD & Co.
Hongkong, Jan. 2, 1918.

FOR SALE.
THE Undersigned have received instructions to sell 4 of their Sales Rooms, No. 8, Des Vaux Road, Corner of Ice House Street.
BUILT 1916, had very little usage.
Hull—Teakwood.
Length, water-line 29' 9"; over all 29' 6".
Draft—5' 3".
Motor—"Scripto," heavy duty 14 H.P.
Complete with Lavatory, Refrigerator, a Suit of Sails and all Accessories.
Price and full particulars may be had from the Undersigned.

Terms—Cash.
HUGHES & HOUGH,
Auctioneers.
Hongkong, Jan. 2, 1918.

FOR SALE.
TUSCULUM, Barker Road, 155, Peak.
Apply—
DIUNGAN CLARK, LANE CRAWFORD & Co.
Hongkong, Jan. 2, 1918.

FOR SALE.
THE Undersigned have received instructions to sell 4 of their Sales Rooms, No. 8, Des Vaux Road, Corner of Ice House Street.
BUILT 1916, had very little usage.
Hull—Teakwood.
Length, water-line 29' 9"; over all 29' 6".
Draft—5' 3".
Motor—"Scripto," heavy duty 14 H.P.
Complete with Lavatory, Refrigerator, a Suit of Sails and all Accessories.
Price and full particulars may be had from the Undersigned.

Terms—Cash.
HUGHES & HOUGH,
Auctioneers.
Hongkong, Jan. 2, 1918.

FOR SALE.
TUSCULUM, Barker Road, 155, Peak.
Apply—
DIUNGAN CLARK, LANE CRAWFORD & Co.
Hongkong, Jan. 2, 1918.

AMERICAN AID FOR BELGIUM.

A QUESTION OF SHIPPING.

A despatch from Paris states that seven million Belgians are in danger of starving unless the American Government comes to their aid. Tuberculosis, it is said, is mowing down the undernourished Belgian children, the funds lent by the American Government Commission being exhausted, and at the present moment the United States is doing nothing for the relief of Belgium. The despatch has elicited the following statement from Mr. Hoover, chairman of the Commission for the Relief of Belgium—
The entire question of the feeding of the civilian population of occupied Belgium and Northern France has resolved itself into a question of shipping. The £15,000,000 lent by the United States Government to Belgium and France for the carrying on of this work is not exhausted, and has not proved inadequate, and there is no disposition on the part of the American Government not to continue. The lack of food in Belgium is due to no other cause than the scarcity of the available shipping and the delays consequent on submarine activities.

From February 1 to October 1 we actually delivered at Rotterdam 4,000 tons of foodstuffs, and there were shipped an additional 250,000 tons, which failed to reach their destination owing to sinkings or because of inability to complete the delivery of goods in transit through the war zone. In addition, the delays of steamers have entailed loss of carrying capacity to the extent of more than 100,000 tons. The Commission is powerless to prevent these losses, and only the terrible conditions of the war can be blamed for the shortage. Now, however, the situation has become more normal, and we will deliver to Rotterdam during the quarter ending December 25 approximately 800,000 tons of foodstuffs, which will meet the requirements for virtually all necessary supplies, but does not leave sufficient margin for the building up of depleted stocks. We shall, however, be actually nearer supplying the limited ration now than at any time during the past year.

It must be positively understood that the American Government has at no time refused any demands for necessary funds, and the Paris despatch is entirely erroneous when it conveys such an impression. There is no doubt that owing to the increased cost of foodstuffs and carrying charges, the original estimate of \$2,500,000 a month will prove inadequate, so it is necessary to provide new cloth and to manufacture clothing for 10,000,000 people who have been unable to secure new supplies since the war began. The American Government will be duly advised of additional requirements, and will undoubtedly make provision for the necessary loans to cover expenditures in America. Application has been made to the British, French, and Belgian Governments to furnish the necessary balances required in Europe to meet the strictly European expenditures of the Commission.

BE STEADY OF NERVE.

This is the time when our people need to be strong of muscle and steady of nerve. Hysterical people are of no use in war time. When they try to help they hinder.

Fitness should start with the individual. If you are run down and nervous, pale, and lacking in strength to do your part, you need more blood. If you are run down, your thumbs, or feet tremble, when you try to hold it still, if the lines are shaky when you write, if you have tremors of your lips or chin, your nerves need strengthening. Proper food and a good tonic will keep most people in good health. Dr. Williams' pink pills for pale people are the most powerful tonic medicine in the world, harmless, non-alcoholic and certain in their action, which is to build up the blood, strengthen the nerves, and to restore vitality to the run-down system. For those who are suffering from nerves and failing in strength Dr. Williams' pink pills are an ideal tonic. Lose no time, but get a supply from any dealer or post free, \$1.50 one bottle, \$9 six bottles from the Dr. Williams' Medicine Co., 98 Seachuen Road, Shanghai.

FREE—Write now to the above address for a copy of a useful book on nervous disorders, entitled "The Nerves and their Needs." A post card will suffice.

G. S. E.

FOR SALE.
TUSCULUM, Barker Road, 155, Peak.
Apply—
DIUNGAN CLARK, LANE CRAWFORD & Co.
Hongkong, Jan. 2, 1918.

FOR SALE.
THE Undersigned have received instructions to sell 4 of their Sales Rooms, No. 8, Des Vaux Road, Corner of Ice House Street.
BUILT 1916, had very little usage.
Hull—Teakwood.
Length, water-line 29' 9"; over all 29' 6".
Draft—5' 3".
Motor—"Scripto," heavy duty 14 H.P.
Complete with Lavatory, Refrigerator, a Suit of Sails and all Accessories.
Price and full particulars may be had from the Undersigned.

Terms—Cash.
HUGHES & HOUGH,
Auctioneers.
Hongkong, Jan. 2, 1918.

FOR SALE.
TUSCULUM, Barker Road, 155, Peak.
Apply—
DIUNGAN CLARK, LANE CRAWFORD & Co.
Hongkong, Jan. 2, 1918.

FOR SALE.
THE Undersigned have received instructions to sell 4 of their Sales Rooms, No. 8, Des Vaux Road, Corner of Ice House Street.
BUILT 1916, had very little usage.
Hull—Teakwood.
Length, water-line 29' 9"; over all 29' 6".
Draft—5' 3".
Motor—"Scripto," heavy duty 14 H.P.
Complete with Lavatory, Refrigerator, a Suit of Sails and all Accessories.
Price and full particulars may be had from the Undersigned.

Terms—Cash.
HUGHES & HOUGH,
Auctioneers.
Hongkong, Jan. 2, 1918.

FOR SALE.
TUSCULUM, Barker Road, 155, Peak.
Apply—
DIUNGAN CLARK, LANE CRAWFORD & Co.
Hongkong, Jan. 2, 1918.

FOR SALE.
THE Undersigned have received instructions to sell 4 of their Sales Rooms, No. 8, Des Vaux Road, Corner of Ice House Street.
BUILT 1916, had very little usage.
Hull—Teakwood.
Length, water-line 29' 9"; over all 29' 6".
Draft—5' 3".
Motor—"Scripto," heavy duty 14 H.P.
Complete with Lavatory, Refrigerator, a Suit of Sails and all Accessories.
Price and full particulars may be had from the Undersigned.

Terms—Cash.
HUGHES & HOUGH,
Auctioneers.
Hongkong, Jan. 2, 1918.

FOR SALE.
TUSCULUM, Barker Road, 155, Peak.
Apply—
DIUNGAN CLARK, LANE CRAWFORD & Co.
Hongkong, Jan. 2, 1918.

INTIMATIONS

A QUESTION OF SHIPPING.

A despatch from Paris states that seven million Belgians are in danger of starving unless the American Government comes to their aid. Tuberculosis, it is said, is mowing down the undernourished Belgian children, the funds lent by the American Government Commission being exhausted, and at the present moment the United States is doing nothing for the relief of Belgium. The despatch has elicited the following statement from Mr. Hoover, chairman of the Commission for the Relief of Belgium—
The entire question of the feeding of the civilian population of occupied Belgium and Northern France has resolved itself into a question of shipping. The £15,000,000 lent by the United States Government to Belgium and France for the carrying on of this work is not exhausted, and has not proved inadequate, and there is no disposition on the part of the American Government not to continue. The lack of food in Belgium is due to no other cause than the scarcity of the available shipping and the delays consequent on submarine activities.

From February 1 to October 1 we actually delivered at Rotterdam 4,000 tons of foodstuffs, and there were shipped an additional 250,000 tons, which failed to reach their destination owing to sinkings or because of inability to complete the delivery of goods in transit through the war zone. In addition, the delays of steamers have entailed loss of carrying capacity to the extent of more than 100,000 tons. The Commission is powerless to prevent these losses, and only the terrible conditions of the war can be blamed for the shortage. Now, however, the situation has become more normal, and we will deliver to Rotterdam during the quarter ending December 25 approximately 800,000 tons of foodstuffs, which will meet the requirements for virtually all necessary supplies, but does not leave sufficient margin for the building up of depleted stocks. We shall, however, be actually nearer supplying the limited ration now than at any time during the past year.

It must be positively understood that the American Government has at no time refused any demands for necessary funds, and the Paris despatch is entirely erroneous when it conveys such an impression. There is no doubt that owing to the increased cost of foodstuffs and carrying charges, the original estimate of \$2,500,000 a month will prove inadequate, so it is necessary to provide new cloth and to manufacture clothing for 10,000,000 people who have been unable to secure new supplies since the war began. The American Government will be duly advised of additional requirements, and will undoubtedly make provision for the necessary loans to cover expenditures in America. Application has been made to the British, French, and Belgian Governments to furnish the necessary balances required in Europe to meet the strictly European expenditures of the Commission.

We have just received a consignment of LOWNEY'S CHOCOLATES in fancy boxes.

A. S. WATSON & CO., LTD.,
HONGKONG DISPENSARY.

Telephone No. 18.

Today's Advertisements

TO LET AT WEI-HAI-WEI

COMFORTABLY FURNISHED ROOM with good Board at Narcissus Bay, Wei-hai-wei. For terms apply

Mrs. NIVEN.

Maison de Notre Dame,
Rue de France,
Tientsin.

Hongkong, Jan. 24, 1918.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

THE DIRECTORS of the above company have declared AN INTERIM DIVIDEND of 3% (equal to 3/100 per share) on the Preferred Ordinary Shares and 5% (equal to 5/100 per share) on the Deferred Ordinary Shares calculated at the rate of 2/11 per Dollar.

DIVIDENDS are free of Income Tax for those Shares on the Colonial Register, and will be payable on and after FRIDAY, 14th February, 1918, at the Company's Office.

TRANSFER BOOKS of the Company will be CLOSED from THURSDAY, 14th February to THURSDAY, 14th February both days inclusive.

JARDINE, MATHESON & Co., Ltd.
General Managers.
Hongkong, Jan. 24, 1918.

PUBLIC AUCTION.

THE Undersigned have received instructions from Mr. Doo CHEUNG KEE, to sell by Public Auction,

on FRIDAY and SATURDAY, the 1st and 2nd February, 1918, commencing at 9.30 p.m. each day, at his premises, "The Old Post Office Building" Queen's Road Central,

A LARGE ASSORTMENT OF CHINESE PORCELAINS, KAKEMONOS, CURIOS, etc., etc.

Comprising:—A large variety of 5-coloured and 3-coloured Vases and Plates, Blue and White Vases and Plates, etc.; Old Bronzes, including Incense Burners of the Sung and Ming Dynasties, Pekinese Cloisonne, Amber and Jadestone Ornaments, Beads, Carved Bamboo Ware, Kakemonos and Wall Hangings, Jadestone Charms, Ivory Carvings, etc., etc., and a large number of Old Snuff Bottles.

Also Fine Jadestone Inlaid Screens, Plaques, etc.

The greater portion of the above stock has recently arrived from the North and includes pieces from the Ming, Kanghi, Yungching, Kienlung and Tzongking Periods.

(Full Particulars from Catalogue). On view from Thursday, 31st inst., at 2 p.m.

TERMS—Cash.
HUGHES & HUGHES,
Auctioneers.
Hongkong, Jan. 24, 1918.

HELENA MAY INSTITUTE.

CONCERT

Under the Patronage of His Excellency The Governor,
WEDNESDAY, 30th January,
at 9.15 p.m.

TICKETS \$2 EACH
may be obtained at the Institute.

Proportion of Proceeds in Aid of WAR CHARITIES.

VISITING CARDS

PRINTED AT

China Mail Office.

NEWS OF THE DAY.

LOCAL AND GENERAL.

Mrs. Lander, is to distribute the prizes at the Diocesan Girls' School next Thursday.

The Prize Distribution at St. Paul's College, arranged for Saturday evening, has been postponed. The breaking-up concert will be held as usual.

We are asked to mention, in order to prevent disappointment, that all tickets for the performance at the Peak Club in aid of the Prisoners of War Fund have been sold out and that there is no accommodation available for those who have no tickets.

As the editions of the China Mail of Tuesday and Wednesday, though increased, were entirely sold out we may mention that the accounts of the Wanchai tragedy will be reproduced in the Weekly Edition of the China Mail which will be ready on Saturday morning. To ensure copies of this edition it is desirable to order early.

The Hon. Mr. Claud Severn, C.M.G., delivered his second lecture at the Union Church Hall, last night on "Forty Years' Progress in British Malaya." The Rev. J. Kirk Macdonald, who presided and there was a large attendance of members of the guild and the general public. The lecturer's intimate acquaintance with his subject from long residence as an official in Malaya enabled him to treat the subject in a manner that was both adequate and interesting, and a cordial vote of thanks was accorded him at the close.

SOCIAL AND PERSONAL.

Another very old resident of Kobe who has just passed away is Mr. J. A. Aillon who has died there at the age of 70.

Among the passengers who arrived by the s.s. Venezuela were Mrs. J. C. de Obaldia and children, wife of the Consul of Panama in Hongkong.

Acting under doctor's orders, His Excellency the Governor, Sir F. H. May, K.C.M.G., will not be able to distribute the prizes at Queen's College this year, as he had promised to do. The prizes will be distributed by the Colonial Secretary, the Hon. Mr. Claud Severn, C.M.G., at noon on Wednesday, February 28th.

Sportsmen generally and cricketers in particular will be interested to hear of the wedding of Lieut. Livingstone Walker of the Sussex Yeomanry, and Miss Mewburn, which took place at Pembury, Sussex, in November last. "Livy" Walker was sometime Captain of the Surrey County Cricket Club. He captained Shanghai, against Hongkong in Interport matches on several occasions in recent years.

THE COURT CARDS.

The Court Cards repeated their second change of programme, last night, and in spite of the fact that the audience was somewhat small, the performance lost none of its usual brightness.

To-night, Friday and Saturday will be the last three opportunities of witnessing this entertaining party, who certainly deserve every support. Five per cent of their takings is being given to the Red Cross Fund.

According to a Chinese telegram the Cabinet at Peking has promised General Luk Wing Ting the Inspector-Generalship of the three provinces of Kwangtung, Kwangsi and Hunan if he cancels the "independence" of the two Kwang and secures the withdrawal of Kwang troops from the province of Kwangtung.

DO YOU COUGH?

DON'T overstrain the fine membrane of your throat in trying to dislodge the phlegm. Chamberlain's Cough Remedy will accomplish this for you and cure the cold that is causing it. For sale by all Chemists and Druggists.

THE WANCHAI TRAGEDY.

ANOTHER CONSTABLE DIES.

P.C. 328 Kwong Sang, who was found hidden under the bed in the room which contained the dead bodies of Inspector O'Sullivan and Sergeant Clarke, and who was sent to the hospital suffering from a wound in the stomach, died at 5 o'clock this morning.

FUNERAL OF THE VICTIMS.

The funerals took place, this afternoon, of the victims of the Greason Street affray.

The bodies of Sergeant Clarke and P.C. Mullah Singh were removed from the Government Civil Hospital at 3.15 p.m. and a detachment of the Police Reserve accompanied the gun carriage to the official mortuary place at No. 4 Station where the Mounted Archers of the Police Reserve had purified ready to join in the cortege.

Here hundreds of thousands of Chinese had gathered and the crowd was so dense that the cortege had some difficulty in starting. Queen's Road was also densely packed on either side of the road, the steps of Central Market contained vast numbers and Pottinger Street, which slopes from the top very sharply, offering a good vantage point, was crowded from top to bottom and looked like a vast gallery in a theatre. There could be no doubt as to the feelings of these vast crowds of law-abiding Chinese, and the impressive silence of this gathering as the cortege passed along the route was eloquent testimony of their deep sympathy and their abhorrence of the dastardly crimes which brought about the funerals.

The order of the procession was as follows:—

First came a detachment of the Mounted Police Reserve, clearing the road, then the Band of the Middlesex Regiment, playing Chopin's "Marche Funebre." Next, a detachment of Hongkong Police Sergeants drawing a gun carriage on which rested the coffin, covered with a Union Jack, containing the remains of Sergeant Clarke, followed by a detachment of the Indian Police and then another gun carriage with the coffin containing the remains of P.C. Mullah Singh, also covered with the Union Jack, the gun carriage being drawn by Indian Police Sergeants. Following came another body of Hongkong Police Sergeants, members of the Fire Brigade, Jailers and Warders and Portuguese Police Reserves. Then followed officers and non-commissioned officers of the Royal Garrison Artillery, followed by another detachment of Indian Police, and a number of civilian Indians bringing up the rear.

In the meantime, the body of Inspector O'Sullivan was removed from the Roman Catholic Cathedral, where it had been lying since yesterday morning, and was placed on a gun carriage which, accompanied by another detachment of the Police Reserve, proceeded to Wanchai Market, where the remainder of the Police Reserve and the Police Reserve Band had been drawn up. Here the two processions joined up and proceeded to the Sikh Temple where the body of P.C. Mullah Singh was conveyed to the Temple. Then the cortege moved on to the Roman Catholic Cemetery and the last rites were solemnized for Inspector O'Sullivan, during which the gun carriage bearing the body of Sergeant Clarke remained outside, with a guard of honour composed of the Volunteer Firemen. When this ceremony had been completed the cortege completed the final stage to the Protestant Cemetery where the last rites were performed for Sergeant Clarke. A large number of residents of the Colony, including H.E. The Governor, joined in the cortege.

Further details will appear in our issue to-morrow.

THE DEAD OFFICERS.

The late Inspector Mortimer O'Sullivan leaves a wife and two children. He was 42 years of age and joined the Hongkong Police Force in 1896. He was raised to the rank of Inspector, First Class, in May 1914.

The late Sergeant Clarke also leaves a wife and two children. He was 36 years of age and joined the Hongkong Police in 1904 as a Constable and was raised to the rank of Sergeant in May 1915.

CHINESE CONSTABLE'S BODY CONVEYED TO KONGMOON.

The body of Detective Constable No. 88 Kwong Kui, who was killed in the sensational affray at Greason Street on Tuesday, was removed from the Public Mortuary yesterday. The coffin, which was accompanied by a contingent of the regular police, was placed on a gun carriage and conveyed to Kongmoon for burial, deceased being a native of Kongmoon.

MARINE COURT OF INQUIRY.

THE DEFENDANT'S EVIDENCE.

The Marine Court of Inquiry into the complaint of Captain M. B. Wilson against Mr. N. G. Major, formerly chief officer and now master of the s.s. Manapouri was occupied all yesterday afternoon hearing the evidence of the defendant, Mr. Major.

Mr. Major related that on November 13th there was no sun and no means of taking observations, and the only way of finding out the position of the ship was by dead reckoning. The weather was very bad; it was blowing hard and there was a very heavy sea. While the Captain was at tiffin witness noticed that the ship was in discoloured water and had run about 300 yards in this water when the captain returned to the bridge. By this time witness had altered the course and headed the ship S.E. He noticed that a great change had come over Captain Wilson, but he pointed out to him that the ship had been in discoloured water for some time and that he had consequently altered the course. Captain Wilson said that as there had been no land sighted it would be better to steer west, and the course was altered accordingly. Captain Wilson then suggested that a rest should leave the bridge and have a rest, as witness's watch below was nearing. The time was between 1.30 and 2 p.m. Witness, however, hesitated to do so, owing to Captain Wilson's bad condition and the dangerous situation of the ship. Captain Wilson again spoke to him about taking a rest, and ordered the Second Officer to do likewise. Both of them then left the bridge. Witness went into his room, where he had a conversation with the Second Officer, after which he lay down on a sofa to rest. His mind, however, was troubled as to the consequences that might result if the ship were left in the Captain's charge, and he kept on pacing the cabin undecided what to do. After about fifteen minutes he looked through the port-hole and discerned that the ship was still sailing in muddy water. He decided to go back to the bridge, and did so. When he got to the chart-room he was surprised to find that the course had been altered. He hurried to the Captain and informed him of it and suggested leaving the lead. Captain Wilson was standing on the port side, holding on to the rails, with Mrs. Wilson beside him. The ship by this time had been hoisted with her head to the wind and was going slow.

At that moment witness sighted land on the port quarter amidship beam. Witness called for the Second Officer and asked him to cast the lead, at the same time blowing the whistle and ordering the quartermaster to call up all hands. He pointed out the land to Captain Wilson, who asked in a heavy voice where the land was. Mrs. Wilson then pointed it out to him, and said, "Oh, Monty, dear, cannot you see it? There's land; Monty, dear, there's land." The Captain's only remark was "Where?" Witness thought the Captain was very drunk at the time and could not see the land. The lead was cast and registered 244 fathoms. It was blowing a gale by then with a very heavy sea running. Witness again pointed out the land to Captain Wilson, who then suggested they should leave to the right and let the ship remain there till the morning. Even then Captain Wilson was looking for the land which he could not see. Witness decided that the ship was in danger and that it was not the right thing to do. He advised Captain Wilson to turn south, as otherwise the ship would run ashore. He expected a typhoon; as there was a terrific gale at the time. Captain Wilson insisted on the ship remaining where she was, but witness persisted in telling him that it would be better to run southwards, as it was a safer course to follow. The time was about 3.30 p.m. If the Captain's suggestion had been carried out the ship might have been blown ashore. Besides, they had about 600 passengers on board. If the ship went ashore witness would lose his certificate. He felt himself to be in a very awkward position and eventually as the captain persisted in disregarding his advice, he consulted the Chief Engineer and decided to remain on the bridge, alert, watching the actions of the Captain.

At about 4.05 p.m. he saw broken water on the starboard bow; a few minutes later he saw a dark object looming ahead and, later on, he noticed a large ship, which was crossing the Manapouri's bows. The steamer was about three-quarters of a mile away. He called the Captain's attention to this. Captain Wilson, who was still leaning against the railings, replied: "I do not see anything." Mrs. Wilson then pointed out the ship to him and said: "Don't you see Monty, dear? There's the ship crossing our bows. It's as plain as anything, Monty, dear." Witness suggested pointing the helm to clear her. Captain Wilson replied that it was unnecessary. Both ships were going slow at the time. Witness said: "You had better port sir, I don't think you will clear her; give her a chance." The Captain then ordered the helm to port. The ship crossed their bows and went parallel and presently ran ahead. The last they saw of the vessel was her stern light on the starboard beam. Witness had been on the bridge all day. By about 6 p.m. things were becoming serious, and witness began to consider his position as Chief Officer of the ship. Mrs. Wilson called the "boy" and ordered strong black coffee. Witness supposed it was a very good thing for Captain Wilson.

Commander Beekwith—Was the Captain drunk all the time? Witness: He was getting worse. Commander Beekwith—All the while he was drinking coffee, from 8 p.m. to 11 p.m. I do not know whether he was drinking coffee or whisky all the time. Witness, continuing, said that as he was very wet he went into his room to change. The Second Officer came to him and made a report, as a consequence of which witness rushed on to the bridge clad only in his wet trousers, a jacket, and a pair of old shoes; that was about 6.30 p.m. Captain and Mrs. Wilson were still there, the former hanging on to the rails. Witness looked through a telescope and discerned a mast-head light. He drew Captain Wilson's attention to it, calling out: "A mast-head green light on the port bow, sir." Captain Wilson replied: "It is a star-board light." Witness repeated his previous assertion, but Captain Wilson was obstinate and refused to what he had stated. The Captain then said: "Get her N.N.E." Witness replied: "You cannot do that sir; you will crash into the ship." Captain Wilson persisted in the ship going N.N.E. Witness called out: "Hard a-port," and blowing the whistle, called the Second Officer and quartermaster on to the bridge, after which he jumped to the wheel. Captain Wilson attempted to take control of the wheel himself, and forced it to starboard. Witness then called the Second Officer and said: "Take this wheel and keep it a-port till I tell you." Captain Wilson then tried to dislodge the Second Officer from the wheel. Witness left the wheel and jumped on to the telegraph, but Captain Wilson, who was squabbling with the quartermaster, followed witness and tried to wrench his grasp off the telegraph. Witness held on to the telegraph and Captain Wilson tried to cross his hand down. He used filthy language, saying: "I will not allow any one to take charge of my ship." Witness preserved a stolid calm, giving the Second Officer orders as to his duty. They passed the ship on the port side, N.N.E. Captain Wilson, by this time was behaving in a disgraceful manner, using filthy and abusive language, reiterating that it was a stern light and that he was not going to allow witness to do as he wished. Witness replied: "What I wanted to do, I have done. If you think you are fit to take command of your ship again, do so." Captain Wilson forced his face into defendant's face and ordered him to leave the bridge, saying: "I will put you in irons." Witness replied: "I will not leave the bridge; I will put the irons on myself." Mrs. Wilson then came between them and, taking Captain Wilson by the hand, said: "Monty, Monty, dear; please, Monty, dear; cannot you quieten up, Monty, dear?"

Commander Beekwith—Was he still drunk? Witness: I submit that Captain Wilson was drunk from the time we sighted the muddy water till 10 p.m. Witness, continuing, said that as the Captain was getting very, very abusive he called the Chief Engineer and ordered him to bring the irons to put the Captain in them. Captain Wilson was behaving like a maniac all the while and witness thought the man was going mad. Witness thought that things were becoming too serious and called the Second Officer on to the bridge. He did not think the Captain noticed witness leaving the bridge to call the Second Officer, because on his return he saw the Captain dancing about and jumping wildly, repeating: "It is a stern light, a stern light." Witness then called out to the Chief Engineer: "For Heaven's sake, be quick with the irons." When Captain Wilson saw the Chief Engineer on the bridge, he asked: "What are you doing here? Your place is in the engine-room. Get off my bridge." The Chief Engineer replied: "I have been called up on official business by the Chief Officer." Witness then said: "I have sent for the Chief Engineer, in the first place, to witness your actions as Master of the Manapouri; in the second place, it is necessary for him to take my official orders as commander of this ship for the time being; and, in the third place—and that is the worst for you—to put you in irons." Captain Wilson again commenced his filthy language and continued to do so till 10 p.m. The weather and the Captain then seemed to quieten down together. Captain Wilson left the bridge and went below, asking witness to send him a chit if he saw a light. A few minutes later witness saw a light and sent a chit down. Captain Wilson came up and said: "Well, old fellow, you've got a good eyesight." Mr. Shenton—If Mr. Wilson's orders had been carried out would there have been a collision, with the loss of the ship and passengers? Witness: Yes.

Witness: Yes.

had been on the bridge all day. By about 6 p.m. things were becoming serious, and witness began to consider his position as Chief Officer of the ship. Mrs. Wilson called the "boy" and ordered strong black coffee. Witness supposed it was a very good thing for Captain Wilson.

Commander Beekwith—Was the Captain drunk all the time? Witness: He was getting worse.

Commander Beekwith—All the while he was drinking coffee, from 8 p.m. to 11 p.m. I do not know whether he was drinking coffee or whisky all the time.

Witness, continuing, said that as he was very wet he went into his room to change. The Second Officer came to him and made a report, as a consequence of which witness rushed on to the bridge clad only in his wet trousers, a jacket, and a pair of old shoes; that was about 6.30 p.m. Captain and Mrs. Wilson were still there, the former hanging on to the rails. Witness looked through a telescope and discerned a mast-head light. He drew Captain Wilson's attention to it, calling out: "A mast-head green light on the port bow, sir." Captain Wilson replied: "It is a star-board light." Witness repeated his previous assertion, but Captain Wilson was obstinate and refused to what he had stated. The Captain then said: "Get her N.N.E." Witness replied: "You cannot do that sir; you will crash into the ship." Captain Wilson persisted in the ship going N.N.E. Witness called out: "Hard a-port," and blowing the whistle, called the Second Officer and quartermaster on to the bridge, after which he jumped to the wheel. Captain Wilson attempted to take control of the wheel himself, and forced it to starboard. Witness then called the Second Officer and said: "Take this wheel and keep it a-port till I tell you." Captain Wilson then tried to dislodge the Second Officer from the wheel. Witness left the wheel and jumped on to the telegraph, but Captain Wilson, who was squabbling with the quartermaster, followed witness and tried to wrench his grasp off the telegraph. Witness held on to the telegraph and Captain Wilson tried to cross his hand down. He used filthy language, saying: "I will not allow any one to take charge of my ship." Witness preserved a stolid calm, giving the Second Officer orders as to his duty. They passed the ship on the port side, N.N.E. Captain Wilson, by this time was behaving in a disgraceful manner, using filthy and abusive language, reiterating that it was a stern light and that he was not going to allow witness to do as he wished. Witness replied: "What I wanted to do, I have done. If you think you are fit to take command of your ship again, do so." Captain Wilson forced his face into defendant's face and ordered him to leave the bridge, saying: "I will put you in irons." Witness replied: "I will not leave the bridge; I will put the irons on myself." Mrs. Wilson then came between them and, taking Captain Wilson by the hand, said: "Monty, Monty, dear; please, Monty, dear; cannot you quieten up, Monty, dear?"

Commander Beekwith—Was he still drunk? Witness: I submit that Captain Wilson was drunk from the time we sighted the muddy water till 10 p.m. Witness, continuing, said that as the Captain was getting very, very abusive he called the Chief Engineer and ordered him to bring the irons to put the Captain in them. Captain Wilson was behaving like a maniac all the while and witness thought the man was going mad. Witness thought that things were becoming too serious and called the Second Officer on to the bridge. He did not think the Captain noticed witness leaving the bridge to call the Second Officer, because on his return he saw the Captain dancing about and jumping wildly, repeating: "It is a stern light, a stern light." Witness then called out to the Chief Engineer: "For Heaven's sake, be quick with the irons." When Captain Wilson saw the Chief Engineer on the bridge, he asked: "What are you doing here? Your place is in the engine-room. Get off my bridge." The Chief Engineer replied: "I have been called up on official business by the Chief Officer." Witness then said: "I have sent for the Chief Engineer, in the first place, to witness your actions as Master of the Manapouri; in the second place, it is necessary for him to take my official orders as commander of this ship for the time being; and, in the third place—and that is the worst for you—to put you in irons." Captain Wilson again commenced his filthy language and continued to do so till 10 p.m. The weather and the Captain then seemed to quieten down together. Captain Wilson left the bridge and went below, asking witness to send him a chit if he saw a light. A few minutes later witness saw a light and sent a chit down. Captain Wilson came up and said: "Well, old fellow, you've got a good eyesight." Mr. Shenton—If Mr. Wilson's orders had been carried out would there have been a collision, with the loss of the ship and passengers? Witness: Yes.

Witness: Yes.

Witness: Yes.

Witness: Yes.

Witness: Yes.

Witness: Yes.

Witness: Yes.

Witness: Yes.

TO-DAY'S PROCEEDINGS.

When the inquiry was resumed to-day, Captain Major tendered a testimonial given him by Captain Jenkins, the master of the s.s. Lander under whom he served as chief officer.

In reply to Mr. Shenton, Captain Major said that from 8 a.m. until midnight, on November 12, there were no entries in the scrap log in Captain Wilson's writing.

Captain Davison pointed out that although Captain Major was supposed to have taken charge of the ship, for two hours, when the ship was on less shore and running into danger, he did not know how the ship was heading by the compass.

Captain Major explained that his thoughts were so occupied owing to the unusual circumstances, and being continually threatened with assault by Captain Wilson, that he had no time to do anything else but to see to the general conduct of the ship.

Cross-examined by Mr. Alabaster, Captain Major said that the officer on the watch was considered to be in charge of the ship.

In reply to Commander Beekwith, Captain Major said that it was usual for the officer on the bridge to alter the course of a ship without the Captain's permission if he considered the vessel was in danger.

In reply to Mr. Alabaster, Captain Major said that he altered the course of the ship when Captain Wilson went to tiffin. He did not think it necessary to inform Captain Wilson. They usually worked together and Captain Wilson often consulted him.

Did you hatch a plot and arrange a system of secret signals with the Chief Engineer and the second officer—I did not hatch a plot.

What did you do?—I said to the Chief Engineer "I might have to take charge of the ship. If I do, will you obey my commands?" He did not consult with the second officer to get his support to a contemplated act of mutiny. He told the Chief Engineer that he thought it his duty to take charge of the ship.

Mr. Alabaster: You are charged with taking charge of the ship, altering the course without the Captain's permission and with consulting with the Chief Engineer with the object of securing his support in an act of contemplated mutiny.

Captain Major denied that he contemplated an act of mutiny. He had decided at that time that the safety of the ship depended on him. He did arrange with the Chief Engineer to give a private signal on the engine-room telegraph in the event of his having to take charge of the ship.

Mr. Alabaster: What time did you make up your mind to take charge of the ship?—I decided, about three in the afternoon, that if Captain Wilson persisted in his decision to stop the ship, in view of the fact that the ship was on a lee shore, a gale blowing, the glass falling and a typhoon expected, something would have to be done.

Further questioned, Captain Major said he realised that what he did was a most serious thing.

Mr. Alabaster: You realise, as your defence is not that you acted in the agony of the moment, you planned these things for the best part of the afternoon and that you cannot possibly escape the consequences of your act unless you succeed in picking up and covering Captain Wilson's character with as much mud as you can—Captain Wilson was drunk.

You say the Captain was drunk and yet you left the bridge—I went to get the irons, things were getting "too thick." The Captain was drunk and was holding on to the rail.

It was very rough weather was it not?—Yes, but a Captain has got sea legs. Then why did you give us a "Punch and Judy" exhibition yesterday in imitation of Captain Wilson dancing about and waving his arms about in the air? How could he do that if he was too drunk to stand?—A drunken man can do lots of funny things, I insist that Captain Wilson was drunk, mad, drunk if you like.

Would it not make a man mad when he was a mutinous crew—I have been 42 years at sea and have never had a charge of mutiny brought against me. Captain Major then protested at the suggestion by Mr. Alabaster that he plotted to take charge of the ship. He did not plot. The Captain was drunk and he did what he thought was right for the safety of the ship.

The President: Very good, Captain Major, your protest has been noted. Mr. Alabaster further cross-examined Captain Major, after which the Court rose for the tiffin interval.

Mr. Thomas A. Nicholas, acting Second Officer of the Manapouri, gave evidence corroborating that given by Capt. Major. He said that when Capt. Major pointed out the land, the Captain was quite unable to see it. The Captain was then holding on to the rails on the starboard side, reeling under the influence of drink.

Mr. Shenton: What was Captain Wilson's condition at that time?—Oh he was pretty "full up."

The Inquiry is proceeding.

A REPORTED CHINO-JAPANESE LOAN CONTRACT.

The Intelligence Bureau of Canton communicates the following:—

On hearing that the Peking Government is contemplating to contract a loan for \$10,000,000 with the Japanese, giving the Bank of China a security that is to share the exclusive rights of the bank with the Japanese, the members of National Assembly in Extraordinary Session have formally protested against this, requesting the Japanese Diet to prevent any further negotiation on the matter.

TELEGRAMS.

(Continued from Page 1.)

SOOTHING THE AUSTRIANS.

STATEMENT BY CHIEF OF STAFF.

AMSTERDAM, Jan. 23.

The strikes in Austria are concluding and all is quiet at Budapest. The Premier, Dr. Wackerle, has promised immediate attention to suffrage reform and threatened to dissolve Parliament if Count Tisza obstructs the measures.

The Chief of the Austrian General Staff, in a soothing statement to the Viennese Labour Party, declared that neither the Government nor the Army desired to obstruct peace and have wished for conquests or annexations. He strongly pleaded for patience and contended that the evacuation of the occupied territories in the east was a difficult problem, a consequence of their possible lawless occupation by Russian military deserters, entailing disastrous effects.

WAR PRISONS AND INTERNMENT CAMPS IN INDIA.

REPORT OF SWISS RED CROSS COMMISSION.

ZURICH, Jan. 24.

The Swiss Red Cross Commission has returned from its inspection of prisons and internment camps in India, Ceylon and Burma.

The Report states that the Commission received the utmost courtesy from the British authorities and was given the greatest freedom of movement. They received petitions and listened to complaints of the interned and the Commission was fully invited to make suggestions for bettering camp conditions.

The Commission found that the camps were placed in healthy situations, the rations were the same and often better than those of the British guards and the Commissioners express their highest satisfaction with the cleanliness and hygiene of the camps, which are provided with excellent bath rooms, kitchens, concert rooms, theatres, reading rooms, gymnasiums, tennis and football grounds.

The civil prisoners are mostly Germans who are placed in surroundings resembling comfortable family homes well furnished with carpets, pictures, books and pianos.

The Commission adds that the interned prisoners unanimously declared that they are well treated and not a single complaint was received.

LORD BRYCE AND A LEAGUE OF NATIONS.

LONDON, Jan. 23.

Lord Bryce, speaking at a banquet in London, said that the taking of Jerusalem was a great event in the history of the world. He congratulated the Arabs who had been despoiled and tyrannised by the Turk; and he congratulated the whole world because it was interesting that the unpeopled Turk had been driven from a city he had done his best to ruin.

Referring to the proposed League of Nations, Lord Bryce said there were societies established for the purpose of bringing about permanent peace by means of a combination of the peace-loving peoples of the world. These societies had been looked upon with suspicion as pacifists. "I should like to say," he said, "that as far as I know, the leaders have no touch of pacifism in their minds. They are no less anxious to fight this war to a successful conclusion than other sections of the community, and they believe that the only road to permanent peace is by the destruction of the spirit of aggressive militarism which has put the world in danger. They think that the purposes and the conduct of the German Government, during the past three years, have proved that the world will have no permanent peace until that system is overthrown."

CROUP.

EVERY young child is susceptible to croup. Don't wait until this dreadful disease attacks your little one before you prepare for it. It comes in the night when chemists' shops are actually closed, and this should be a warning. Get and keep Chamberlain's Cough Remedy on hand. It never fails, acts quickly and is absolutely harmless. For sale by all Chemists and Storekeepers.

BOLSHIEVKS REPORT CAPTURE OF POLTAVA.

PETROGRAD, Jan. 23.

The Bolsheviks report that the troops defeated the Ukrainians at Poltava and have captured the town.

MURDERS CONDEMNED BY THE SOVIET.

PETROGRAD, Jan. 23.

The Soviet has condemned the murders of M. Shingarev and M. Kokoshkin.

EARLIER TELEGRAMS.

EMPLOYMENT OF DISABLED SOLDIERS.

LONDON, Jan. 22.

In the House of Commons, Mr. MacPherson, Parliamentary Secretary to the War Office, informed Mr. Houston that the employment in the Colonies of men from the fighting line is receiving most careful attention. Otherwise, every possible use is being made of their services in the various war theatres.

BLACK LABOUR RECRUITING.

Mr. MacPherson informed Mr. Watt that it was not true to say the War Office had stopped the recruiting of black labour in South Africa.

THE LABOUR TROUBLES IN AUSTRIA.

AUSTRO-GERMAN SEPARATION UNLIKELY.

LONDON, Jan. 22.

Reliable information confirms the seriousness of the labour and economic troubles in Austria-Hungary, but well-informed opinion scouts any idea that it is likely to lead to the separation of Austria from Germany, owing to Germany's immensely strong economic, military and political hold on Austria.

THE U.S. COAL RESTRICTIONS.

OPERATING SATISFACTORILY.

WASHINGTON, Jan. 22.

The coal restrictions, which entail the temporary closing down of all industries not connected with War requirements and food, are operating satisfactorily.

THE IRISH QUESTION.

ANOTHER RESIGNATION.

LONDON, Jan. 22.

Following Sir Edward Carson's resignation, Sir James Craig has resigned the Treasuryship of the House.

FOOD PROBLEM IN DUTCH INDIES.

A POSSIBLE SOLUTION.

AMSTERDAM, Jan. 22.

A Press telegram from Batavia states that Great Britain is considering the proposals of Dutch shippers to meet the shortage of cargo space to and from India, on condition that the export of rice from Rangoon to the Dutch East Indies is reopened.

Shipping circles at Amsterdam are most gratified at the attempt being made thus to solve the food problem in the Dutch East Indies.

AN ALLIED COUNCIL MEETING SHORTLY.

PARIS, Jan. 22.

It is announced that the Allied Premiers and War Ministers will probably meet in Paris shortly. M. Thomas, the Socialist leader, suggests that the Entente should offer President Wilson's terms to Germany diplomatically.

CHINESE AFFAIRS.

["Chinese Mail" Service.]

LUNG CHAI KWONG RECRUITING 30,000 MEN.

PEKING, Jan. 23.

General Lung Chai Kwong reports by telegram that he is recruiting 30,000 additional troops and requests the Government to remit half a million dollars and to authorise another million dollars to be raised in Kwangtung.

General Lung reports that he has captured Linchow.

LIANG SHIH YI AND OTHERS TO BE PARDONED.

PEKING, Jan. 22.

The Cabinet has sanctioned a free pardon for Liang Shih Yi, Chow Tai Chi and Chiu Kai Kim (who were Ministers under the regime of Yuan Shih Kai).

A mandate granting the pardon will shortly be issued.

(Mr. Liang Shih Yi, who spent his exile chiefly in Hongkong and has lately been in Japan, is reported to be returning here by the *Shinyo Maru*.)

We are told that no one in Germany but the Kaiser rides in an automobile sporting the "Jazz" of rubber discs, which shows how they are still keeping the auto in autocracy. "St. Louis Post Dispatch."

THE MAGISTRACY.

CHARGE OF MANSLAUGHTER.

A Chinese tram driver was charged before Mr. J. R. Wood this morning, with the manslaughter of an Indian watchman, aged 25, at Praya East, on the 22nd instant.

The charge was read out and explained to the defendant by the Magistrate.

Mr. A. Course, traffic manager of the Hongkong Tramway Co., said it was quite safe to allow bail for the defendant.

Mr. Wood remanded the defendant until next Wednesday, fixing bail at \$500.

UNLAWFUL POSSESSION OF MAIZE.

A Chinese was charged with the unlawful possession of a quantity of maize.

Defendant pleaded not guilty. He stated that he picked up the maize from a board a steamer, the officials there giving him permission.

A previous conviction for unlawful possession being on record against him, defendant was fined \$10 with the alternative of fourteen days' hard labour.

THE ST. GEORGE'S SOCIETY.

LONDON, Jan. 22.

Englishmen are reminded that the annual meeting of "St. George's Society" takes place on Monday, the 28th January, at 5.30 p.m. sharp, in Messrs. Jardine, Matheson's board room (kindly lent for the occasion), and it is desired that all Englishmen will attend. Besides the business of passing accounts, and electing officers for the ensuing year the meeting will consider ways and means for suitably celebrating "St. George's Day" and raising funds for War Charities.

Englishmen who have not yet joined the Society but who intend to do so at that meeting will be welcome, and in order to vote, their names should be sent to Mr. J. Bentley (c/o Messrs. Thomas Cook & Son) before Monday.

The Committee invites suggestions for the purpose of raising War Charity Funds.

FOOTBALL.

UNITED SERVICES LEAGUE.

The Hongkong Defence Corps in their game with the Middlesex, etc., on Saturday at 4 p.m. on the Club Ground will be represented by the following: Goldenberg, Cave, McQuibbin, Ralston, Stewart, Rodger, Grimmett or Wood, Pasco, Gerrard, McFavish and Morrison.

UNITED SERVICES HOCKEY LEAGUE.

H. K. D. C. 88th COY. R. G. A.

The following will represent the Defence Corps in the above League match at Happy Valley to-morrow. Bally off at 4.30 p.m.:

P. H. Cobb; F. W. S. Evans, C. C. Hickling; W. H. Edmonds, F. A. Redmond, G. H. Piercy, G. H. Haskett, F. E. Joelsand, K. Brayshaw (Capt.), C. Hodgson and C. A. Goldenberg.

KAISER KARL'S RESCUE.

SWEEP AWAY BY MOUNTAIN TORRENT.

The narrow escape of the Emperor Karl from drowning is narrated in the following message from Gorizia by the official agency:

"His Majesty's car," it says, "in attempting to cross a bridge, got deep into the water directly above a small weir, and the motor refused to work. Some stones of the dam gave way under the footman as he was in the act of assisting to carry the Emperor across, and the next moment he was caught by the torrent and carried down into the swirl of the flooded stream."

His Majesty saw the footman's danger, and held on to him and the non-commissioned officer, a guardman, held on to the Emperor, all three being swept over the weir.

Prince Felix of Parma, the Emperor's brother-in-law, whose car arrived at this critical moment, was the first to plunge into the water to the rescue. He did so wearing his full equipment, and the account says that it is due to his heroism and to the brave conduct of his escort that, after great efforts, his Majesty was saved.

The Emperor and his companions in the water had managed to catch hold of a branch of a willow in the bed of the stream, but, as this kept bending under the weight of the three and the force of the current, the Emperor was repeatedly jerked. A heavy beam was got across to them, and by this they were saved.

SOMETHING TO REMEMBER.

In buying a "cough" medicine for a child, bear in mind that Chamberlain's Cough Remedy is the best for colds, croup, and whooping cough, and that it contains no harmful drugs. For sale by all Chemists and Storekeepers.

HARROWING STORY OF PLAGUE.

WHOLE VILLAGES RENDERED DESOLATE.

A BELLAGUERED TOWN.

The following are translations of two letters received by the Belgian Missions in Shanghai:

L—Letter from Right Rev. L. Van Diek, bishop of Southwest Mongolia, Erzhizhichinghi, Dec. 31, 1917.

The pestilence plague began in Olantoba, a place between Santahos and Paotowchen, where last year were the headquarters of the "Tou li," those "independents" who plundered the whole country, and where are now ramped soldiers sent from Chihli, to deliver us from these bandits.

As Paotowchen is in continuous relation with the above-named place the disease reached this town very soon and at present the death roll is very heavy.

From this centre it has spread over the whole country and many are dying in the inns and on the roads and bringing the plague to other places. Already there are entire villages without any living human being.

As an instance, I will tell you what happened in Kiangkiyaozse, (between Saratol and Tokoto) one of our Christian villages. A young man came from Paotowchen on December 19. Soon he died and by December 27 there were already 80 victims. It is there that Rev. Father Deboeck resided. He did all he could to stop the spread of the plague, and of course, went to all the dying and ministered the last sacraments, and thus, in spite of all precautions, he himself fell on December 26. But the day before the Rev. Father J. Antioq had come to the place to assist the sick missionary in looking after his unfortunate parishioners. Father Antioq is very much exposed: very far from his home, he has no family, he has no friends, and he has no one to help him. (Note: On January 3 a telegram received here reported his death.)

The worst was that it became a "suave pest general" and nothing could be done to keep the people at home. They fled to other places from where they came but only to die and to make new centres of infection. So we had cases in Shihiozse, Kiangkiyaozse, Shantan, Paotowchen, etc.

Here too in Erzhizhichinghi, one man came in the early days from Kiangkiyaozse. Directly he fell sick we saw that it was from plague. After his death he was immediately buried, the house burned and the ground and all who lived there were forced to stay in quarantine. Since then we have not had another single case here.

We take all precautions we can. You know that in this village nearly all are Catholics and that some years ago we were forced to flee to protect our people. Now all the gates are closed and we are most severe; none can come in or leave the place; even the letters received or posted are disinfected on the wall.

Nearly all our other fathers, being stationed in less protected places, are much more exposed and are in real danger.

90 cases in 10 days.

II—Letter from the Rev. Cyr. Van Laetschoot.

Erzhizhichinghi, Jan. 1, 1918.

I disinfected this letter before sending it; but I hope that in Peking precautionary measures will be taken to disinfect all correspondence from this country, as I asked them to do.

On December 30 (in ten days that is) 90 fatal cases occurred in Kiangkiyaozse, besides those who escaped to die elsewhere and spread the disease all the more. And you know what a place it was.

The mandarin of Samsi issued a "Kai-shih" (proclamation) to his people ordering them to stop all communications with other places and to remain at home. Provided only he observed this soon as the plague reaches this town, I shall of course stop all correspondence, as there is no post-office.

In Samsi (south of the Yellow River) there were cases of plague, as we were told, but we have received no more letters. We cannot tell you what is happening in the West of Olantoba, that is in the district of Santahos, as we have not received a single letter from that quarter.

PARADING AT SHANGHAI IN GERMAN NAVAL UNIFORMS.

TWO HUNS FINED BY THE MIXED COURT.

In the Mixed Court at Shanghai last week, before Mr. Kriel, American Assessor, and Magistrate Yui, Paul Oscar Lucas and Charles Grenlich, German subjects, were charged with being drunk and needlessly causing a disturbance while parading in German naval uniforms, with doing damage to a red lamp to the extent of \$2, the property of the Shanghai Tramway Co., Ltd.

Evidence was given to the effect that the two defendants were found by Det. Sgt. Schmidt fighting with other Germans in the Magistrate's East North Street, and that they were both wearing German naval uniforms. It was also alleged that Lucas had previously broken a red street lamp belonging to the Tramway Co.

The first-hung was fined \$30 or in default sentenced to two weeks' imprisonment, and the second was fined \$10 or five days. The Court also made an order that the naval uniforms should be delivered up and that the men should be prosecuted for wearing them. For this purpose a remand was ordered until Thursday next, and in the meantime a letter to be sent to the Chinese military authorities asking whether they desire to take jurisdiction.

READY ON SATURDAY MORNING.

"OVERLAND CHINA MAIL."

THE WEEKLY EDITION OF THE "CHINA MAIL."

FULL ACCOUNTS

WANCHAI TRAGEDY.

ORDER EARLY.

PRICE 25 CENTS. (Solely for Copy)

AMERICAN TRADE COMMISSIONER FOR CHINA.

AN IMPORTANT NEW APPOINTMENT.

The American Customs authorities have taken a step that will interest not only importers in America of Chinese products but the exporters in China, says the "N. Y. Daily News."

This is the appointment of a special commissioner of the Treasury Department whose duties will be to examine into and report on the valuation of merchandise exported to the United States and to handle the accompanying invoices.

This is in accord with the system in operation many years in European countries where there are resident agents of the American Treasury Department (Customs), whose business is not alone to see that goods are invoiced at the true local market value, but to notify the port of entry in America of the shipment of "suspected" cargo in which an attempt may be made to smuggle undeclared goods. Some of the largest smuggling frauds attempted at Atlantic ports have been detected through the advance reports of Treasury agents abroad, particularly the smuggling of such things as diamonds and silk.

Mr. Martin R. Nicholson, the special commissioner detailed to Shanghai, it was announced recently by Consul-General Sammons. Accompanying the new officer is Mr. Frederick Achenbach, fresh from service of many years in Europe, who will travel with Mr. Nicholson on a trip throughout his new district, which comprises China and other adjoining territory.

The special commissioner in the Far East for the American Treasury Department, who has acted in similar capacity, heretofore has made his headquarters at Yokohama; now the agent at the Japanese port will confine his activities to Japan. The district of China and adjoining territories will be in charge of Mr. Nicholson, with offices at the American Consulate-General here.

SIX-HOUR FACTORY DAY.

LORD LIVERHULME FORETELLS JOBS FOR ALL.

"Whilst I advocate a six-hour working day in factories," said Lord Liverhulme, speaking in London recently, "I cannot say that I am in favour of the theory of universal employment. There is no foundation for saying that they lack opportunity to get a good living."

Lord Liverhulme said that each reduction of working hours but meant an increase in production, and with each increase in wages there had been an increased demand which swallowed up the increased production.

We could employ all the men returning from the trenches. But there must be a better environment and a better outlook.

GUILDHALL RATONS.

NOT TO BE DIGNIFIED BY THE TERM "BANQUET."

Mr. Bonar Law, in the House of Commons, said that the menu at the Lord Mayor's banquet conformed to the Food Controller's order as regards the quantity of flour, bread, meat and sugar. It was not true that the menu was changed at the last moment.

Mr. Watt: Was the quality of food responsible for the quality of the speeches? (Laughter.)

Mr. Bonar Law: If the quality of the speeches was as good as the food, I don't think any one ought to complain. (Laughter.)

In a letter of thanks to the committee who were in charge of the arrangements on November 9, the Lord Mayor says:—

"As to the evening function (the term 'banquet' is not only inappropriate but I hesitate to use it), I have no doubt the committee's conscience is as clear as mine. The meagre diet, less and lighter than people would have had in their own homes, was a mere accessory to the real object of the evening, which was to afford His Majesty's Ministers and the representatives of our Allies a public opportunity of reviewing the present state of affairs connected with the war, and making it known through the Press, to the whole world."

THE WEALTH OF THE UNITED STATES.

The wealth produced each year in the United States by the 22,000,000 workers and wage-earners, aided by labor-saving machinery, which is ever increasing in efficiency and output, is colossal. For 1917, this wealth, it is believed, will exceed \$49,000,000,000. The per capita of money in circulation on November 1, 1917, was \$47.03—the general stock of money in the United States on the date was \$5,788,711,553. The latest reports tell us that 23,000 national state savings banks, and trust companies of the United States to-day are over \$7,000,000,000. This is an increase since July 1913 of nearly twelve billion dollars (\$12,000,000,000). These are wonderful figures. Their resources now are approximately twice as great as the combined resources of the great banks of issue of leading nations of the world, including the Bank of England, the Bank of France, the Bank of Russia, the Imperial German Reichsbank, the Bank of Spain, and the Imperial Bank of Japan, according to their recent reports. *—M.O.R.*

CURE THAT COUGH.

WHEN you have a cough, don't wait until it gets so bad that you have to stop work, or that you are going to have it, but get it cured now. It is just as well to be on the safe side and take Chamberlain's Cough Remedy before it gets so bad. For sale by all Chemists and Storekeepers.

OTHERS LOOK THE SAME

"MALTHOID"

IS THE SAME

EVERYDAY! EVERYWHERE!

Mineral-Resting! Laid by our experts! Guaranteed right!

Free particulars from Agents: BRADLEY & Co., Ltd. HONGKONG.

HARPER'S BALSAMIC COUGH LINCTUS.

The mild and soothing influence which this preparation has, classed it among the most valuable of its kind. In cases of Cough, Asthma, Bronchitis, Shortness of Breathing, or Difficulty of Expectoration, and while it removes the accumulation of phlegm from the Lungs and Air-ways, it prevents its formation, and allays irritation of the membranes of the throat and chest, rendering these delicate parts less susceptible of future irritation and disease.

PRICES: \$1.00 and \$1.50 PER BOTTLE.

Queen's Dispensary

(HARPER & CO.)

Tel. 492 31, Queen's Road Central

THEATRE ROYAL.

EDGAR WARWICK

LAST THREE NIGHTS OF THE FAVOURITES

THE COURT CARDS

AND THEIR JOKER

YOUR LAST OPPORTUNITIES OF HEARING THIS FAMOUS COMBINATION.

FINAL CHANGE OF PROGRAMME TO-MORROW.

Five per cent. of the Total Receipts of the Season are Donated to the RED CROSS FUND.

PASSED BY THE NONSENSE.

VICTORIA THEATRE.

SHORT SEASON—5 NIGHTS ONLY

Beginning 29th JANUARY,

at 9.15 p.m.

HORACE GOLDIN

THE GREAT BOYAL ILLUSIONIST

MONARCH OF MYSTERY

AND FULL COMPANY

PRESENTING A SERIES OF NEW SENSATIONAL SPECTACULAR SURPRISES

AND A Carnival of Conjuring Introducing

THE OLD AND NEW

ALSO

BARBARA BARRINGTON, England's Talented Comedienne

In Songs from her repertoire.

The MOST Sensational and Surprising The MOST Mystifying and Weird The MOST Entertaining and Amusing

PRICES \$2 \$1 & 50 Cents.

Booking at ANDERSON'S

HONGKONG DEFENCE CORPS

Administrative Orders by Major H. A. Morgan, Administrative Commandant.

EQUIPMENT BOARD.

The Board will sit at Headquarters from 6.30 to 8 p.m. on the following dates:

Friday, January 25th.
Tuesday, February 5th.
Friday, 22nd.

COMMUNICATION DRILL.

At Headquarters on Tuesday, 22nd January, at 8 p.m. Officers and N.C.O.s of "A" and "B" Companies will attend. Other officers and N.C.O.s may attend if they so desire. Infantry Training 1914. Sections 1 to 35 will be practised.

LECTURE.

At Headquarters, Friday, 25th Jan. at 6 p.m. Subject, Military Law.

Orders for Artillery Company by Captain J. H. W. Armstrong, V.D.

PARADE.

FRIDAY, 25th instant.—7.30 p.m. Right Half Company. Layers and Setters' class and gun numbers as detailed.

8.15 p.m. Left Half Company. Full parade.

SUNDAY, 31st February.—Night and Left Half Companies. Full charge practice at Belcher's Battery. Full particulars will be issued later.

Orders for Engineer Company by Captain W. Russell.

19th to 25th instant.—E.L. morning night at Belcher's and Lyceum. Parades as per Rosters posted at Headquarters.—Engine drivers at 6.45 p.m.; Electricians at 6.00 p.m.

Officers next for duty: Belcher's, Captain W. Russell; Lyceum, 2nd Lieut. Templeton; Sconeutera, Lieut. Hall.

Examinations for higher ratings will be held at Belcher's at 6 p.m. on 18th January and at Lyceum at 6 p.m. on 23rd and 24th January.

Detail of duties at Lyceum from 17th to 31st January, 1918 is posted at Headquarters.

Lecture. A lecture on Musketry will be given by the Adjutant at Headquarters on 23rd instant at 6.30 p.m. All N.C.O.s and men not on first relief must attend.

Orders for Infantry Battalion by Major H. A. Morgan.

PARADE.

"B" Company.

FRIDAY, 25th instant.—4.30 p.m. No. 6 Platoon. Annual Musketry Course, Part 3, Practices 13, 14 and 15, at Kung's Park Range. Dress, Drill order with pouches.

8.15 p.m. No. 7 Platoon, at Headquarters. Musketry instruction. Dress, Drill order with pouches.

Musketry course.

Dress for all parades clean fatigue with putties.

FRIDAY, 25th instant.—6.10 p.m. Drill at Headquarters. Nos. 4 and 5 Bands only.

SIGNALS SECTION.

Wednesday, 23rd and Friday, 25th inst. 6.15 p.m. Right Half Section and those of Left Half who have not completed Tests of Elementary Training, at Headquarters. Musketry instruction. Dress, Drill order with pouches. Sergeants, Edmonds and Meade will attend on 23rd instant.

RECRUITS.

FRIDAY, 25th instant.—8.10 p.m. All units except "D" Company, on Murray Parade Ground, under Sergeants Edmonds and Meade. Dress Drill order.

FRIDAY, 25th instant.—8.15 p.m. Nos. 3 and 4 Sections, on Murray Parade Ground. Musketry instruction. Dress, Drill order with pouches. Sergeants O'Brien and Corporal Williams will attend.

DETAILS.

On duty 22nd to 25th instant inclusive, "B" Company.

On duty 26th instant Mounted Section.

On duty 31st instant and 1st Feb. Machine Gun company.

On duty 2nd to 5th February inclusive. "A" Company.

Orderly Officer from 20th to 26th instant Lieut. A. E. Wright.

Orderly Officer from 27th to 2nd Feb. Lieut. B. R. Branch.

G. E. STEWART,

Adjutant, H.K. Defence Corps.

EXCHANGE.

Hongkong, January 24, 1918.

On London—Bank Wire—3/11 1/2

On demand—3/11 1/2

30 days sight—3/11 1/2

4 months sight—3/11 1/2

Credit, 4 months sight—3/11 1/2

Documentary, 4 months sight—3/11 1/2

On Paris—On demand—4/08

Credit, 4 months sight—4/08

On New York—On demand—70 1/2

Credit, 30 days sight—70 1/2

On Hongkong—On demand—nom.

On Calcutta—On demand—nom.

On Shanghai—On demand—nom.

On Hongkong—On demand—nom.

On Hongkong—On demand—nom.

On Hongkong—On demand—nom.

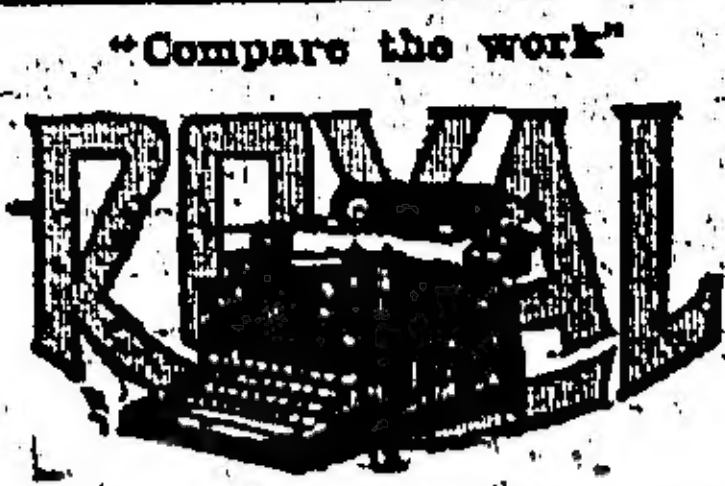
On Hongkong—On demand—nom.

On Hongkong—On demand—nom.

On Hongkong—On demand—nom.

On Hongkong—On demand—nom.

On Hongkong—On demand—nom.



The Typewriter of Triple Service:—

Letter Making.

Card Typing.

Billings.

all in one.

More work with less effort.

ALEX. ROSS & Co.,

4, Des Vaux Road Central.

SILIMPOFON (SEBATTI) COAL.

THE Undersigned having been appointed Agents for the COAL HARBOUR COAL CO., LTD., are prepared to quote prices for best quality SILIMPOFON COAL trimmed into Bunkers at SEBATTI or SANDAKAN (British North Borneo).

SILIMPOFON COAL compares favourably with the better grades of Japanese Coal and gives good results on a very moderate consumption.

Steamers calling at SEBATTI or SANDAKAN exclusively for SILIMPOFON COAL (either cargo or Bunkers) are exempt from payment of all Port charges.

At Sebatik Steamers are berthed alongside the Company's wharf where there is a minimum depth of 27 to 28 feet at low water Spring Tides.

Charts of Siboko Bay (Sebatik Harbour), Prices and all other information concerning the Port can be had on application to the Agents.

BRADLEY & CO., LTD., Agents, Coal Harbour Coal Company, Limited.

Company, Limited.

Company, Limited.

Company, Limited.

Company, Limited.

Company, Limited.

Company, Limited.

Company, Limited.

Company, Limited.

Company, Limited.

Company, Limited.

Company, Limited.

Company, Limited.

Company, Limited.

Company, Limited.

Company, Limited.

Company, Limited.

Company, Limited.

Company, Limited.

Company, Limited.

Company, Limited.

Company, Limited.

Company, Limited.

Company, Limited.

Company, Limited.

Company, Limited.

Company, Limited.

Company, Limited.

Company, Limited.

Company, Limited.

Company, Limited.

Company, Limited.

Company, Limited.

Company, Limited.

Company, Limited.

Company, Limited.

Company, Limited.

Company, Limited.

Company, Limited.

Company, Limited.

Company, Limited.

Company, Limited.

Company, Limited.

Company, Limited.

Company, Limited.

Company, Limited.

Company, Limited.

Company, Limited.

Company, Limited.

Company, Limited.

Company, Limited.

Company, Limited.

Company, Limited.

Company, Limited.

Company, Limited.

Company, Limited.

Company, Limited.

Company, Limited.

POST OFFICE NOTICES.

The Parcel Post Service to British East Africa and Egypt (except for members of the Expeditionary Forces) and to Abyssinia, Bagdad, Eritrea, French Somali Coast, Italian Somaliland, Portuguese East Africa, Zanzibar and Russia have been suspended.

LOCAL AND REGULAR MAILS OUTWARD.

For Week-Days Saturdays and Holidays.

For Week-Days Saturdays and Holidays.

For Week-Days Saturdays and Holidays.

For Week-Days Saturdays and Holidays.

For Week-Days Saturdays and Holidays.

For Week-Days Saturdays and Holidays.

For Week-Days Saturdays and Holidays.

For Week-Days Saturdays and Holidays.

For Week-Days Saturdays and Holidays.

For Week-Days Saturdays and Holidays.

For Week-Days Saturdays and Holidays.

For Week-Days Saturdays and Holidays.

For Week-Days Saturdays and Holidays.

For Week-Days Saturdays and Holidays.

For Week-Days Saturdays and Holidays.

For Week-Days Saturdays and Holidays.

For Week-Days Saturdays and Holidays.

For Week-Days Saturdays and Holidays.

For Week-Days Saturdays and Holidays.

For Week-Days Saturdays and Holidays.

For Week-Days Saturdays and Holidays.

For Week-Days Saturdays and Holidays.

For Week-Days Saturdays and Holidays.

For Week-Days Saturdays and Holidays.

For Week-Days Saturdays and Holidays.

For Week-Days Saturdays and Holidays.

For Week-Days Saturdays and Holidays.

For Week-Days Saturdays and Holidays.

For Week-Days Saturdays and Holidays.

For Week-Days Saturdays and Holidays.

For Week-Days Saturdays and Holidays.

For Week-Days Saturdays and Holidays.

For Week-Days Saturdays and Holidays.

For Week-Days Saturdays and Holidays.

For Week-Days Saturdays and Holidays.

For Week-Days Saturdays and Holidays.

For Week-Days Saturdays and Holidays.

For Week-Days Saturdays and Holidays.

For Week-Days Saturdays and Holidays.

For Week-Days Saturdays and Holidays.

For Week-Days Saturdays and Holidays.

For Week-Days Saturdays and Holidays.

For Week-Days Saturdays and Holidays.

For Week-Days Saturdays and Holidays.

For Week-Days Saturdays and Holidays.

For Week-Days Saturdays and Holidays.

For Week-Days Saturdays and Holidays.

For Week-Days Saturdays and Holidays.

For Week-Days Saturdays and Holidays.

For Week-Days Saturdays and Holidays.

For Week-Days Saturdays and Holidays.

For Week-Days Saturdays and Holidays.

For Week-Days Saturdays and Holidays.

For Week-Days Saturdays and Holidays.

For Week-Days Saturdays and Holidays.

For Week-Days Saturdays and Holidays.

For Week-Days Saturdays and Holidays.

For Week-Days Saturdays and Holidays.

For Week-Days Saturdays and Holidays.

For Week-Days Saturdays and Holidays.

For Week-Days Saturdays and Holidays.

For Week-Days Saturdays and Holidays.

FARES FOR PUBLIC VEHICLES.

CHAIR.

I.—In Victoria with two Bearers.

Quarter hour, 10 cents.

Half hour, 20 cents.

One hour, 35 cents.

Three hours, 50 cents.

Six hours, 70 cents.

Day (8 a.m. to 6 p.m.), \$1.00.

If the trip is extended beyond Victoria, half fare extra.

Between the hours of 6.30 p.m. and 6 a.m. the above fares shall be increased by 50 per centum.

II.—Beyond Victoria, with four Bearers.

Hour, 80 cents.

Three hours, \$1.00.

Six hours, 1.50.

Day (8 a.m. to 6 p.m.), 2.00.

III.—In the Hill District.

With 2 Bearers With 4 Bearers.

Quarter hour, \$0.15 \$0.30.

Half hour, 0.30 0.60.

One hour, 0.50 1.00.

Two hours, 0.80 1.60.

Three hours, 1.00 2.00.

Six hours, 1.50 3.00.

Day (8 a.m. to 6 p.m.), 2.50 5.00.

RICKSHAW.

I.—In the Island of Hongkong ships in Victoria.

Ten minutes, 5 cents.

Quarter hour, 10 cents.

Half hour, 15 cents.

One hour, 20 cents.

Every subsequent hour, 20 cents.

Notes.—If the ricksha be engaged within the City of Victoria, and be discharged outside the Western part of the City of Victoria after 9 p.m. or be discharged to the East by View Police Station on the Eastern side of the City of Victoria after 8 p.m., an extra half fare shall be chargeable.

II.—In Kowloon.

Quarter hour, 15 cents.

Half hour, 20 cents.

One hour, 30 cents.

Every subsequent hour, 20 cents.

Notes.—Twenty cents shall be added for each extra hour or part of an hour if the hirer causes the journey to take longer than—

To 4th mile—single—1 hour.

return—1 hour.

Beyond 4th to 8th mile—single—2 hours.

return—2 hours.

Beyond 8th to 12th mile—single—3 hours.

return—3 hours.

Beyond 12th to 16th mile—single—4 hours.

return—4 hours.

Beyond 16th to 20th mile—single—5 hours.

return—5 hours.

Beyond 20th to 24th mile—single—6 hours.

return—6 hours.

Beyond 24th to 28th mile—single—7 hours.

return—7 hours.

Beyond 28th to 32nd mile—single—8 hours.

return—8 hours.

Beyond 32nd to 36th mile—single—9 hours.

return—9 hours.

Beyond 36th to 40th mile—single—10 hours.

return—10 hours.